

China Mail

Established February, 1845.

HONGKONG, MONDAY, FEBRUARY 1, 1886.

廿八年正月廿八日

PRICE, \$2 PER MONTH.

Vol. XLII. No. 7023

英一千八百八十八年十二月一日

AGENTS FOR THE CHINA MAIL.

London: F. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTCH, Ludgate Circus. E. C. BATES HENRY & CO., 37, Walbrook. SAMUEL DRACON & CO., 150 & 154, Leadenhall Street.

PARIS.—ANNEE PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAL & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAVAGE & CO., Singapore. C. HEINZEN & CO., Macao.

CHINA.—M. A. DE CHUA, Macao, Quibao & CO., Amoy, WILSON, NICOLLS & CO., Foochow, HABER & CO., Swatow, LATE, CRAWFORD & CO., and KELLY & WILSON, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000

PAID-UP £500,000

REGISTERED OFFICE, 40, THIRDBEADNE STREET, LONDON.

BRANCHES, In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVANTAGEOUS TERMS.

H. A. HERBERT, Manager, Hongkong Branch.

Hongkong, July 4, 1886.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1 or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3*1/2* per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked "On Hongkong Savings' Bank" is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, May 7, 1886.

764

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000

RESERVE FUND \$4,500,000

RESERVE FOR EQUALIZATION \$500,000

RESERVE LIABILITY OF PRO-
PRIETORS \$7,500,000

COURT OF DIRECTORS.

Chairman—H. F. D. SASSOON.

Deputy Chairman—A. MOYER, Esq.

O. D. BOTTOMLEY, Esq.

H. E. M. HUNTING-
TON, Esq.

H. L. DAILEY, Esq.

A. P. McEWEN, Esq.

M. GEORGE, Esq.

CHIEF MANAGER.

Hongkong, T. JACKSON, Esq.

MANAGER.

Shanghai, E. W. CAMERON, Esq.

LONDON BANKERS, London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—

For 3 months, 3 per cent. per annum.

6 " 4 per cent. "

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Credits granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, December 31, 1885.

2120

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

The Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current rates.

GILMAN & CO.

Hongkong, January 1, 1886.

14

NOTICES OF FIRMS.

NOTICE.

WE have authorized Mr. FRANK ERNEST NICHOL to sign our firm for Prosecution.

HOLIDAY, WISE & CO.

Hongkong, January 4, 1886.

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NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. FRANCISCO MAMEDE GONCALVES in the Firm of Moses ROZARIO & CO., ceased on the 31st December last. The BUSINESS will in future be carried on by the Undesignated alone, under the SAME Style as heretofore.

AUGUSTO JOSE de ROZARIO.

Hongkong, January 1, 1886.

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NOTICE.

MR. AARON MOSES GUBBAY has been Admitted a PARTNER in our Firm in Bonnay and CHINA, on the 1st January, 1886.

E. D. SASSOON & CO.

Hongkong, January 29, 1886.

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Intimations.

Business Notices.

LANE, CRAWFORD & CO.

HAVE A FULL STOCK OF

New Saddlery and Saddlers' Goods,

comprising—

JOCKEY WHIPS.

DRIVING WHIPS.

DOG WHIPS.

SINGL SNaffle BRIDLES.

DOUBT SNaffle BRIDLES.

WEYMOUTH BRIDLES, BITS and

BRADDOONS.

MARTINGALES.

SURCINGLES.

BODY ROLLERS.

HORSE CLOTHING.

WOOLLEN GIRTHS.

CURRY COMBS.

MANE COMBS.

FETLOCK BOOTS.

LADIES' HACK SADDLES.

GENTLEMEN'S HAIR SADDLES.

RACING SADDLES.

SADDLE CLOTHES.

RACING SPURS.

MILITARY BOX SPURS.

HEAD COLLARS.

HEMP HALTERS.

STIRRUP LEATHERS.

STIRRUP WEBBING.

DRIVING REINS.

HORSE BRUSHES.

HORSE CLIPPERS.

DRIVING GLOVES.

LANE, CRAWFORD & CO.

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 8 PER CENT., or \$6.00 per SHARE, declared at the Ordinary Half-Yearly Meeting of Shareholders held This Day, will be PAYABLE at the HONGKONG and SHANGHAI BANKING CORPORATION on and after MONDAY, the 1st February.

SHAREHOLDERS are requested to apply at the OFFICE of the Company for WARRANTS.

By Order of the Board of Directors,

T. ARNOLD,

Secretary.

Hongkong, January 30, 1886.

210

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE Second Ordinary General MEETING of SHAREHOLDERS will be held at the OFFICE of the Company, Praya Central, on SATURDAY, 20th February, at Eleven o'Clock in the forenoon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts, declaring a Dividend and electing a Consulting Committee and Auditors.

The Transfer BOOKS of the Company will be CLOSED from 6th to 20th February, inclusive.

RUSSELL & CO., General Managers.

Hongkong, January 30, 1886.

211

GRIFFITH & CO., MANUFACTURERS OF THE LONDON BATED WATERS, 1, DUDDELL STREET, LONDON, E.C.

CONTINUE TO SUPPLY:

SODA WATER, LEMONADE, GINGER-ALE, RASPBERRYADE, &c., &c., &c.

At the same Moderate Charges.

Hongkong, June 9, 1886.

957

ROBERT LANG & CO., QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

NOTICE.

SHIPMasters and ENGINEERS are respectfully informed that, upon their arrival in this Harbour, NONE of the Company's FOREMEN should be sent to the HEAD OFFICE, No. 23, Praya Central, to receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undesignated is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, August 25, 1886.

1458

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

SHIPMasters and ENGINEERS are respectfully informed that, upon their arrival in this Harbour, NONE of the Company's FOREMEN should be sent to the HEAD OFFICE, No. 23, Praya Central, to receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undesignated is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

For Sale.

MACLEWEN, FRICKEL & CO.

VICTORIA EXCHANGE,

QUEEN'S ROAD CENTRAL.

HAVE JUST LANDED.

THE FOLLOWING

STORES.

York HAMS.

Stilton CHEESE.

Pudding RAISINS (Valencias).

CURRANTS (Patras).

MINOEMEAT.

CHRISTMAS CAKES.

FIGS.

ALMONDS and RAISINS.

Brazil NUTS.

Soft-Shell ALMONDS.

Mots FRUITS.

Crystallized FRUITS.

FRUITS in Syrups.

Imperial PLUMS.

Plum PUDDINGS.

COSAQUES.

—

CALIFORNIA PRODUCTS.

CONDENSED MILK.

KEROSENE LAMPS.

FAIRBANK'S SCALES.

COOKING STOVES.

PARLOUR STOVES.

—

THE USUAL APPOINTMENT

of

OILMAN'S STORES,

AND

WINES,

at the

Lowest Possible Prices

FOR CASH.

MacEWEN, FRICKEL & CO.

Hongkong, December 1, 1885. 2084

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

TO-MORROW,

the 2nd February, 1886, at 2 p.m., at his Sales Rooms, Queen's Road;

AN INVOICE OF

JAPANESE PLANTS,

comprising—

TEAHOUSE, CINNAMON, CHER-
RIES, DAPHNES, &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, February 1, 1886. 223

PUBLIC AUCTION

OF

JAPANESE AND CHINESE CURIOS.

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,

the 6th February, 1886, at 2 p.m., at his Sales Rooms, Duddell Street;

A LARGE AND VARIED COLLECTION OF

JAPANESE PORCELAIS,

BRONZES, EMALLES, AND

OTHER CURIOS,

comprising—

SANTOMA, KASA, KUOTO, TOKIO and

OKAWA, YASHI, BOWL, PLATES, TEA and

BREAKFAST SETS, OLD BRONZES, CLOISONNE

EMALLES, CANDLES, GOLD and SILVER SILK

EMBROIDERED SCREENS, KAKEMONOS, NET-

HUNES, &c., &c.

Also—

SOME ANTIQUE AND MODERN

CHINESE PORCELAINS, BRONZES,

CURIOS, &c.

And—

ONE FINELY CARVED LACQUER

NINGPO CABINET.

Catalogues will be issued previous to the

Sale, and the above will be on view on

Friday next.

TERMS OF SALE.—As customary.

G. R. LAMMERT,

Auctioneer.

Hongkong, February 1, 1886. 225

J. J. L. L. S. T.—1886.

NOTICE is hereby given that Pursuant

to the Provisions of Section 4 of

Ordinance No. 24 of 1882, I have This Day

caused to be posted in the Courthouse,

a List of ALL MEN ascertained by me to be

able to serve as JURORS.

The said List will remain so posted for

the term of one month, in order that any

Person may, as the case shall be, apply by

Notice in writing to me requiring that his

Name, or the Name of some other Person

or Persons may be respectively either added

to, or struck off, the said List, upon cause

only assigned in such Notice.

Magistrate, Supreme Court,

This 1st day of February, 1886.

EDW. J. ACKROYD,

Registrar.

To-day's Advertisements.

NETHERLANDS-INDIA-STEAM

NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND

SOURABAYA, VIA SAIGON

AND SINGAPORE.

The Co.'s Steamship

"Amoy,"

Captain SWART,

will be despatched above TO-

MORROW, the 2nd Instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, February 1, 1886. 217

The Co.'s Steamship

"Zafiro,"

Captain TALMOR,

will be despatched for the above

Port TO-MORROW, the 2nd Instant, at

5 p.m.

For Freight or Passage, apply to

RUSSELL & CO.,

General Managers.

Hongkong, February 1, 1886. 215

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SHANGHAI

(Taking Cargo & Passengers at through rates

for CHEFOO, HANKOW and FORTS

on the YANGTZE.)

The Co.'s Steamship

"Lescang,"

Captain SAWER,

will be despatched above on

WEDNESDAY, the 3rd Instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, February 1, 1886. 216

FOR BANGKOK (DIRECT.)

THE SCOTTISH ORIENTAL STEAM-

SHIP COMPANY, LIMITED.

The Company's Steamer

"Phra Chula Chom Klae,"

Capt. H. LIGHTWOOD, will be

despatched for the above Port on SATURDAY, the 6th

For Freight or Passage, apply to

YUEN FAT HONG,

Agents.

Hongkong, February 1, 1886. 222

UNION LINE.

NOTICE TO CONSIGNEES

FROM ANTWERP, HAMBURG AND

SINGAPORE.

DEPARTURES.

January 31—

Meronethshire, for Yokohama.

Amatista, British steamer, 522, Thos.

Holland, Amoy January 30, General—AX-

HOLD, KARBERG & CO.

Tehar, British steamer, 1,230, F. Gran-

din, Saigon January 26, Rice and Paddy.

Russell & Co.,

Agents.

Hongkong, February 1, 1886. 218

Vessels Advertised as Loading.

To-day's Advertisements.

FOR LONDON VIA SUEZ CANAL

The Steamship

"Capt. MACKINLAY,"

will be despatched as above on

or about the 8th Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, February 1, 1886. 218

NOTICE TO MARINERS.

DANGER TO NAVIGATION.

THE MASTER of the British Steamship

"Merionethshire,"

reports that on the

24th Instant, in Lat. 10° 1' N. and Long.

109° 37' E., he passed the WRECK OF A

VESSEL—apparently a BAQUE or BIQUE,

—just ashore, with the Stumps of Two

Masts standing.

R. MURRAY RUMSEY,

Rt. Com., R.N.

Acting Harbour Master, &c.

HARBOUR DEPARTMENT,

Hongkong, February 1, 1886. 224

SHIPPING.

ARRIVALS.

January 30 18 6

Loire Inferieure, French steamer, 532,

Pilivuy, Haiphong via Pakho, January

18, Hoihow and Macao 30, General—AX-

HOLD, KARBERG & CO.

Amoy, January 30, General—R. R.

H. LIGHTWOOD, &c.

Amoy, January 30, General—R. R.

H. LIGHTWOOD, &c.

Amoy, January 30, General—R. R.

H. LIGHTWOOD, &c.

Mr A. Findlay Smith, the head of Messrs MacEwen Franks & Co., and the promoter of the Hongkong High Level Tramway Co., will leave here tomorrow in the P. & O. Co.'s steamer *Glengary* for a run. Home: Mr Smith, we believe, intends to be absent nine months, and during that time he will visit several places in Europe where mountain tramways are at work with the view of gaining further information about their mode of working, &c. He will also pay a visit to Mr Rigenbach, of Olten, an eminent German engineer who has made a specialty of mountain railways, principally to ascertain particulars as to a mountain tramway which is worked by hydraulic power. The information thus acquired by Mr Smith will no doubt be put to good account on his return to Hongkong on behalf of our local company.

This eleven men, believed to be for the most part salt-smugglers, who were charged on the 22nd J. on, with being armed and entering the Tang Yu On Chancery shop on the Praya West, and stealing \$22 in silver, and some opium, on the 21st Jan., were again brought up on remand this morning before Mr Wm. Mr G. J. W. King, clerk in the Police office, put in a plan drawn by him of the premises of the Praya which were the scene of the armed attack, and some photographs of the house No. 5 Yu On Lane, where the prisoners were arrested, and some of the stolen property found, were produced by Inspector Lindsay. This concluded the evidence in the case, and the prisoners were committed for trial at the next Criminal Sessions of the Supreme Court. The house in Yu On Lane has long been known to the Police as a haunt of pirates and other desperado characters. A hole in the wall which appears distinctly in the photograph, was used as a hiding place for stolen property, and on the roof of the cookhouse, which is reached by a ladder, a quantity of arms, comprising swords, daggers and revolvers, were found by the Police when the prisoners were arrested.

As will be seen from our Police Rep. on the eight men belonging to the Chinese gunboat *Ngai-San*, who landed in this city on the 22nd of last month and seized, a trader named Chang Chi, in a shop in Queen's Street and put him in iron preparatory to taking him on board their ship, were brought up this morning before Mr Mitchell Innes and discharged owing to a telegram received by the Government from Peking. From this telegram it would appear that the Chinese Government has expressed its disapproval of the action taken by its servants and has offered an apology which has been accepted by the British *Chargé d'Affaires* at Peking. The Government, through Mr Stokes, Acting Crown Solicitor, states that though the men just discharged were the actual parties who committed the illegal act, the moral responsibility rested with others. After the statement made by the Government at Peking that it disapproved of the action taken by its servants we must believe that it was not by its authority that the act was committed. It is clear, however, that someone is responsible if the men who committed the act are not to be held, and whether the responsible party is the Governor General of Foochow or the captain of the gunboat we think that the British Government have a right to demand that the responsible official should be either punished in some way or publicly reprimanded, as a lesson to others who might be tempted in future for the sake of pecuniary or other reward to disregard international law in a similar way. We understand that the abomina in whose house Chang Chi was seized and put in iron hesitated for a long time before eventually sending for the police, through fear of the Chinese officials, and even now goes about in fear of the vengeance of the baulked authorities. We much fear that the ready acceptance by the Government of a bare apology from the Chinese authorities and the discharge of the men will still further weaken the confidence of the Chinese inhabitants of the Colony in our power or will to protect them.

The schooner *Siber* has returned to Vladivostok from an exploring expedition in Behring's Straits. The commander reports the discovery of a coal-field in that region.

Thomas Maguire, seaman, when charged at Yokohama with desertion from the British ship *Heddon*, pleaded guilty, stating that he had deserted because of the conduct of the second officer. His blood, he said, would permit him to remain on board a ship where the second officer said "To hell with Her Britannic Majesty."

We see by our American files that the Central and Oriental steamship *San Pablo*, on her last voyage from Yokohama made the second best time on record between Japan and Francisco; and that, as a mark of appreciation of the courtesy and kindness of her officers, the Chinese element of her passenger list presented the commanding officer with a valuable silver cup. At a former date—about one year ago—she was presented with a magnificent flag for having made the best record—*Japan Gazette*.

A man named Blas has been taken into custody at Yokohama on suspicion of breaking Ounclear scales and abstracting property from the premises of the late M. Bouvet. The affairs of the deceased being in course of arrangement by the French Consul, the latter had the doors and windows of his house sealed and secured, and Blas, who was placed on the premises in the capacity of watchman, is said to have broken the seals, entered the premises,

and carried off property of considerable value.—*Japan Mail*.

The Dolan Railway, in the extended meaning of the term, is pushing well on to completion, and journeys in Quetta should be independent of bullock garrigies for their supplies by the beginning of February. The lower section on the broad gauge—the original Dolan Railway's complete, and now plateauing on the narrow gauge, through the tortuous windings of the upper pass, is being proceeded with.—*Pioneer*.

The telephone, like other innovations, has its terrors. The Queen of the Belgians, while following recently by means of the new instrument a rehearsal of the Templars, was observed to let the ear-piece of the apparatus fall suddenly from her hands; and, her manner betraying at the same time a certain degree of trouble and agitation the ladies of her suite were led to apprehend that she had been seized with a sudden indisposition. It turned out, however, that the Sovereign's ears had merely sustained a slight shock; the indiscernible wire having transmuted to them a rather vigorous apostrophe addressed to some erring member of the chorus by the *chef d'orchestre*.

Since the date of this incident the rehearsals at the Monnaie have been conducted with a savviness of manner and an elegance of language which have filled chorus and auditor with perplexity.

THE CHORAL SOCIETY'S CONCERT.

On Saturday evening, the members of the Choral Society gave their opening concert in St. Andrew's Hall to a small but thoroughly appreciative audience. It is somewhat difficult to account for the smallness of the attendance, but, no doubt prior engagements, the picnic on the *Glenfruin* and the coldness of the weather had each their share in keeping back some of those who would otherwise have been present. The entertainment itself was of the most enjoyable character and was evidently greatly relished by the audience, who were more than once demonstrative in their applause. The Society, as represented on Saturday evening, consists of eight trebles, four alto, seven tenors and six basses. Among the trebles there are one or two voices of considerable compass and power and well-trained, and the alto, though hardly strong enough, are all voices in good training and of pleasant timbre. The tenors and basses also contain one or two good voices; and are well fitted to sustain their parts creditably in the choruses. The first part of the performance gave evidence of assiduous practising, and though there were faults in time and expression here and there, the Society must be congratulated on their efforts to give an adequate rendering of what is no doubt very pretty but also very difficult music. The success is undoubtably due in great part to the unremitting labours of Signor Cattaneo, the conductor, who by his unwearied patience and tact, has brought the Society to its present state of efficiency.

The first part of the entertainment consisted solely of selections from Sir W. Sterndale Bennett's cantata 'The May Queen.' The libretto for the most part is exceedingly feeble, and the story, though it contains the elements of a drama, partakes too much of the nursery type to excite much interest. What interest is aroused is centred in the May Queen, a soprano; 'hor liver, a tenor; and Robin Hood (a profigate noble disguised as a forester who seeks to win the May Queen's heart), a bass. The programme opened with the chorus 'Awake, awake!' and was given with the necessary spirit and in good time. Owing to the gentleman who was to have sung the first tenor solo suffering from a severe cold he was unable to be present, and consequently the item was left out. Another chorus followed, 'O Melancholy Night,' and was rendered with a dolorousness which agreed well with the words and the music. The depressing effect produced by this chorus quickly disappeared with the sprightly music of the solo and chorus. 'We laugh as we go round!' The repetitive and dull 'Love keeps a Record' for soprano and tenor was then rendered by Mrs Fraser-Smith and Mr Fleet with much taste and expression. 'Tis Jolly to Hunt' a somewhat difficult bass solo, was sung by Mr Whittle with much effect and in capital style. He was heartily applauded. 'Hark their notes the harps sing,' a chorus, was scarcely done full justice to. A duet between Miss Stepani, Eugenie Queen, and Miss Grimble, May Queen succeeded, and was given with such grace and expression as to call forth hearty applause. The chorus 'And the cloud hath passed away' was, perhaps, the best of the evening.

After a short interval, the second part opened with a song by Miss Stepani, 'Charity.' Miss Stepani is the possessor of a contralto voice of extreme depth and richness, which she has under complete control and can use with much artistic effect. Her solo on Saturday evening was certainly the most admired item of the evening, and called forth a most enthusiastic echo. The duet 'Hear me, Norma!' was very well rendered by Mrs Humphreys and Mrs Clarke, both ladies acquitting themselves creditably. They were warmly applauded. 'Sing Sweet Bird' by Mrs Clarke, was sung expressively. Mrs Clarke has a soprano voice of good body and which bears evidence of careful training, and she has a very keen appreciation of expressive singing. Her treatment of the solo selected by her was really artistic, and gave the audience much pleasure, which they showed demonstratively. In the solo 'La Cariño,' Mrs Fraser Smith, Mrs Jane

son, Mrs Clarke, Miss Stepani, and Mrs Crow and Tarn took part. The parts were well balanced, and a harmonious rendering was given of the number. Mr J. S. Brewer renewed his acquaintance with a Hongkong audience by singing the whimsical song by Molloy, 'The Three Beggars,' rendering it very humorously. Miss Grimble and Miss Stepani again sang a duet together 'One Word,' which was heartily applauded. Mrs Humphreys sang the difficult and florid number of 'Il Bacio' with much success, and was loudly applauded. The concert was brought to a close by the Company singing the *Hardy Norseman* with verve and precision.

Mr George Lammett accompanied the solo and choruses in the first part, and assisted greatly in the success of the performance by his careful and accurate playing of the music. Signor Cattaneo accompanied some of the solos in the second with his accustomed skill and ability.

TRIAL TRIP OF THE STEAMER 'GLENFRUIN.'

We have already referred to the satisfactory manner in which the work of raising the steamer *Glenfruin* was carried out by the Hongkong and Whampoa Dock Company. That fine steamer has attracted more attention here during the last three months than almost any other vessel which has visited this port. She was well known here as a favourite passenger ship for some time prior to the accident which evoked so much excitement at the time and has created so lively an interest since. On Saturday, the 17th Oct. last, a little over three months ago, the *Glenfruin* did not look particularly like a thing of life, as she lay partially submerged on the beach at Belcher's Bay. In the short space of sixteen days after the contract was entered into, the Dock Company and all concerned had the satisfaction of seeing this fine ship again afloat, when the repairs upon her were at once begun. The feat of raising this large steamer is, as we have before stated, a feather in the cap of Hongkong, and was a substantial success to the Dock Company, to whom it was the greatest credit due. It may be remembered that a contrivance was hit upon for covering the breach in the ship's side with a cofferdam. The plan of this cofferdam and the mode of its construction were designed by Mr Gillies, while the work connected with it was successfully carried out by Mr R. Cooke, the Assistant Manager. Anyhow, success crowned the united exertions of the Company's staff, and the result was hailed with satisfaction by all interested. The *Glenfruin* has since that time been in dock for a little over two months, and it now appears that she has been there to some purpose. As may be imagined, the ship was in a sorry plight when raised, and looked as if she never could have been made to look presentable again. Two months' work upon her, however, under the superintendence of the able manager of the Cosmopolitan Dock (Mr H. Smith), has turned out a new *Glenfruin* in no way inferior to the former one. Indeed, sanguine believers in the progress and capabilities of Hongkong do not hesitate to say that vessels of the *Glenfruin* type will be constructed as well as repaired in the Company's establishments. Certainly the work of the past year, on the *Zephire* and on the *Glenfruin*, would go largely to prove that such a consummation is not beyond the bounds of probability. Technically the whole of the damaged plates, frames and strainers of the hull had to be renewed, while the holds had to be cleaned out and painted, and new cement laid on the bottom and in the water tanks. This has been so thoroughly well done that the after hold and even the tunnel were described by a nautical man to be 'as clean as a new pin.' The engines, which were of course seriously damaged, have been thoroughly cleaned and overhauled; all the bright parts have been repolished and a number of repairs have been effected. That this portion of the contract has been carried out in a workmanlike manner, and that the engines are now in as good order as when new, the trial made on Saturday near the Lyee-moon—of stopping the vessel in the shortest time, and turning her in the smallest circle—and the smooth manner in which the engines worked throughout, clearly demonstrated. In this respect, as in every other, the greatest satisfaction was given to all concerned. The boilers also have been thoroughly cleaned out and overhauled, the casing having been renewed and all the mounting and connection carefully examined and put into good working order. What was most patent to the observation of non-nautical visitors was the transformation which he took place in the saloon. Naturally the whole of the saloon and fittings were destroyed, and everything had to be made good. All the iron-work had to be taken to pieces, and then cleaned and painted, while the whole of the wood-work was re-painted and re-gilded; the entire saloon and cabin fittings having to be renewed. This branch of the work has been completed in a style which not only does credit to those concerned, but which conclusively shows that even in the department of artistic decoration the capabilities of this Colony have not yet been overtasked. The upholstery throughout the ship, as well as the panel-painting in the saloon, are exceedingly creditable pieces of decorative art; and the saloon was generally admired by the numerous party of visitors on board on Saturday. Messrs Lane, Crawford & Co. are responsible for the hangings, car-

petts, curtains, &c.; and when it is stated that these are as highly artistic and as handsome, tasteful, and well-finished as could be produced at Hongkong, it is unnecessary to speak further on this head. The *Glenfruin* is now, like her altogether, as good as, if not better than, she was before the accident. This is the verdict of her Commander, who ought to know; and it was the general opinion of those who examined the vessel on Saturday last.

The trial trip took place at noon on Saturday, the 30th ult., the guests being taken off to the *Glenfruin* by the *Pilot-Boat*. The guests present were, taking the ladies first—Miss R. Hungerford, Miss Sharp, Mrs. H. Poole, Miss Hopkins, Miss Sutton, Mrs. Adams, Mrs. Just, Mrs. Poole-neck, Mrs. Hauchild, Miss Hirschfeld, Mrs. Wise, Mrs. Wharry, Miss Hugo, Mrs. Dur, and Mrs. Sharp. The gentleman present included Hon. T. Jackson, Hon. F. D. Sassoon, Commander R. M. Ramsey, R.N.; Messrs. H. Hopkins, M. Grout, J. J. Francis, E. Mackay, A. G. Wise, A. J. Leach, E. J. Ackroyd, O. P. Chater, J. T. Chater, Col. C. B. Foster, Lieut.-Col. Anderson, Messrs. W. Wotton, F. A. Hazlewood, G. H. Potts, C. A. Toms, Dr. Adams, Dr. Poole, Capt. E. Burrie, Messrs. D. J. Punlop, J. Macgregor, J. S. Brewer, R. Cooke, W. Legge, W. Dunman, A. Johnston, L. Poosnecker, H. Just, H. Sharp, E. Dear, J. Twentyman, F. O. Wilson, C. Ribiere, A. G. Morris, A. Coxon, A. McConachie, W. H. James, W. Aitchison, R. Kennedy, W. Kerfoot, Hughes, J. H. Stewart-Lockhart, C. H. Hutchings, C. Stiebel, Captain Hopkins, Captain G. C. Anderson, Dr. C. J. Wharry, Messrs. W. Duran, H. Jeffries, Captain Power, Lieut. Parkin, Graham, McCalfe, and Brewster (Northamptonshire Regiment), Mr. F. Jarvis, R.N., Messrs. G. A. K. Honey, J. Gow, E. Jones Hughes, F. H. Slaghoek, W. H. P. Darby, H. F. Hayler, J. Mitchell, G. Caldwell, J. Moss, Goo, Murray Bain, R. Fraser-Smith, C. A. Cornish, and others.

The vessel having steamed out towards the Lyee-moon, and then westward, through the Harbour, outside of Green Island, the company sat down to an excellent dinner, furnished by the manager of the Hongkong Hotel (Mr Greeley). The ladies and a few gentlemen occupied the saloon, and about twenty gentlemen were accommodated at a long table on deck, neatly and comfortably covered with fine flags and covers. The Band of the Northamptonshire Regiment, under the leadership of Bandmaster Morris, played a selection of national airs in a style which was modestly but truthfully rendered, would challenge that of any military band in the English navy. In the afternoon, a picnic was held on the presence of the Captain of the *Glenfruin*, in a grove of trees, the *Glenfruin* having been anchored in the afternoon. The picnic was a success, and the Captain had a good time. The *Glenfruin* has since that time been in dock for a little over two months, and it now appears that she has been there to some purpose. As may be imagined, the ship was in a sorry plight when raised, and looked as if she never could have been made to look presentable again. Two months' work upon her, however, under the superintendence of the able manager of the Cosmopolitan Dock (Mr H. Smith), has turned out a new *Glenfruin* in no way inferior to the former one. Indeed, sanguine believers in the progress and capabilities of Hongkong do not hesitate to say that vessels of the *Glenfruin* type will be constructed as well as repaired in the Company's establishments. Certainly the work of the past year, on the *Zephire* and on the *Glenfruin*, would go largely to prove that such a consummation is not beyond the bounds of probability. Technically the whole of the damaged plates, frames and strainers of the hull had to be renewed, while the holds had to be cleaned out and painted, and new cement laid on the bottom and in the water tanks. This has been so thoroughly well done that the after hold and even the tunnel were described by a nautical man to be 'as clean as a new pin.' The engines, which were of course seriously damaged, have been thoroughly cleaned and overhauled; all the bright parts have been repolished and a number of repairs have been effected. That this portion of the contract has been carried out in a workmanlike manner, and that the engines are now in as good order as when new, the trial made on Saturday near the Lyee-moon—of stopping the vessel in the shortest time, and turning her in the smallest circle—and the smooth manner in which the engines worked throughout, clearly demonstrated. In this respect, as in every other, the greatest satisfaction was given to all concerned. The boilers also have been thoroughly cleaned out and overhauled, the casing having been renewed and all the mounting and connection carefully examined and put into good working order. What was most patent to the observation of non-nautical visitors was the transformation which he took place in the saloon. Naturally the whole of the saloon and fittings were destroyed, and everything had to be made good. All the iron-work had to be taken to pieces, and then cleaned and painted, while the whole of the wood-work was re-painted and re-gilded; the entire saloon and cabin fittings having to be renewed. This branch of the work has been completed in a style which not only does credit to those concerned, but which conclusively shows that even in the department of artistic decoration the capabilities of this Colony have not yet been overtasked. The upholstery throughout the ship, as well as the panel-painting in the saloon, are exceedingly creditable pieces of decorative art; and the saloon was generally admired by the numerous party of visitors on board on Saturday. Messrs Lane, Crawford & Co. are responsible for the hangings, car-

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This is the slack season in Corea, but doubtless with the coming spring things will take a stride ahead, for there are many indications of improvement among the masses.

THE DEPRESSION OF TRADE IN COREA.

(Communicated.)

That which interests the mass of mankind most is that there should be plenty of work and business for all and fair wages given for the work and reasonable profits from business. Therefore it is of the greatest importance that trade, commerce and industry should flourish, and that the working classes should have cheap food. But trade, commerce and industry are not flourishing at the present time and the food of the masses is not cheap.

Now it is beyond dispute that retardation and depression in trade exists in this country, and therefore it is of the first necessity that this depression and retardation should be fought against vigorously, that its causes should be found out and that powers should be applied to remedy those evils.

There can be no doubt but that legislative measures can be discovered which will tend to remedy the evils. But before those legislative measures can be applied to the retardation and depression in trade it is necessary to ascertain what those legislative rules and innovations all should be. All parties and all classes will most undoubtedly give their good-will and assistance in an undertaking which has for its object the good of the whole country and every person in the country. It may be taken for granted (as a certainty) that if a Royal Commission be appointed—consisting of six officials, two of them Europeans, with a president of higher rank than the others—to investigate in all parts of the country the system upon which the trade and commerce of Corea is conducted and the cause of commercial and industrial depression and retardation in Corea should be ascertained.

In the afternoon of the same day, a meeting was held to discuss the proposed resolution of the Chinese Government to withdraw the prosecution in this case and had notified Mr Caldwell that he was appearing to-day for that purpose. The Government had been led to withdraw the prosecution in consequence of a telegram received from His Majesty's *Chancery of Affairs* Peking stating that the Chinese Government had expressed its entire disapproval of the action of the Captain of the Chinese gunboat and that the Governor General of Foochow had received instructions to express regret at what had happened. It was his intention if the present action had not been taken and if the offence had been proved to have sent the defendants to prison for twelve months each for daring to come into our territory and seize a man; but as their Government had apologized in this manner he would discharge them. The defendants were then discharged.

OPENING OF THE GREECE-SERVIA BORDER.

Berlin, 14th January.—The German Parliament was opened to-day by the Emperor William, in person,

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JULES M. MUMM & Co.'s CHAMPAIGNE.
Quarts. \$20 per Case of 12 doz.
Pints. \$21 " 2 "
Dobos Frères & do Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.
Baxters Celebrated 'Barley Brea' WHISKY.—\$7 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1167

NOW ON SALE.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT, BY Dr. E. J. EITEL.
CROWN OCTAVO, pp. 1018.

HONGKONG, 1877-1883.

Part I. A-K. \$2.50
Part II. K-M. " " 2.50
Part III. M-T. " " 3.00
Part IV. T-Y. " " 3.00

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This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and are alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, and used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.
Hongkong, January 15, 1885. 151

INSURANCES.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undesignated having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

We are prepared to GRANT POLICIES against FIRE on usual terms at Current Rates.

All Contributors of business, whether Shareholders or not, are entitled to Share in the Bonus.

ADAMSON, BELL & Co., Agents.

Hongkong, July 1885. 1230

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undesignated are prepared to accept Risks on First Class Godowns at 3 per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1881. 938

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undesignated having been appointed Agents for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Hongkong, November 5, 1883. 855

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

THE Undesignated are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, or Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers, or Crew of the following Vessel, during their stay in Hongkong Harbour:—

ANNA W. WESTON, Amer. barque, Capt. W. M. Duncan.—Gibb, Livingston & Co.

ARADIA, British barque, Capt. Chas. J. Robinson.—Douglas Lepak & Co.

CAROLETTA, American ship, Capt. W. F. Stolton.—Meagher Maritimes.

COLORADO, American barque, Capt. J. D. Wynn.—Arnold, Karberg & Co.

GEORGE, British barque, Capt. William Grant.—Captain.

GEMINI, American barque, Capt. Chas. L. Flinn.—Order.

HELEN, American ship, Captain E. A. Day.—Order.

SOUTHERN CROSS, American ship, Capt. J. Ross.—Captain.

The Overland China Mail.

Mails.

A WEEKLY JOURNAL.

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IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Mail.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly sent from the China Mail Office to subscribers, on their addresses being forwarded to us.

SUBSCRIPTION:—

Per Annum, \$12.00, postage, \$1.00

Quarter, " 3.00, " 0.25

Single Copy, 0.30.

China Mail Office, Hongkong.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH.

MORNING STAR.

Run Daily as a FERRY BOAT between Pedder's Wharf and Tsim-Tsui-Tsui at the following hours:—This Time Table will take effect from the 20th OCTOBER, 1885.

WEEK DAYS. SUNDAYS.

Leave K. T. 10.30 A.M. Leave K. T. 11.15 A.M.

6.15 A.M. 6.30 A.M. 7.15 A.M.

8.00 " 8.30 " 7.30 " 8.00 "

3.50 " 3.00 " 9.00 " 10.15 "

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10.45 " 12.30 P.M. 12.30 P.M. 1.00 P.M.

12.15 P.M. 1.00 " 2.30 " 2.00 "

3.00 " 3.30 " 4.00 "

3.30 " 4.00 " 4.15 " 4.30 "

3.15 " 4.30 " 4.50 " 5.10 "

4.50 " 5.10 " 5.25 " 5.45 "

5.25 " 5.40 " 5.15 " 6.40 "

6.15 " 6.40 " 7.00 "

7.00 "

There will be no Launch on Monday

and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, no notice will be given of any stoppage.

Marine Department.

Policies issued for sums payable either here, in London, or at the principal Ports of India, China and Australia.

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